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INFORMATION REPORT

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SUBJECT 1. Town of Urus Martan (Krasnarmayskoye)
2. Roads Leading from Grozni
3. Grozni Oil Wells

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Town of Urus Martan (Krasnoarmyskoye)

1. In 1943, the town of Urus Martan was renamed Krasnoarmeyskoye. At the beginning of 1943, the Soviet authorities had exiled all the inhabitants of the then autonomous Checheno-Ingush republic to the Kazakh SSR and in their places had settled Russians from Ivanovo, northwest of Moscow, and from Stavropol in the Caucasus. After the resettlement, the town's name was changed to Krasnoarmeyskoye.
2. This town is built on a plain and is full of trees and gardens. It is now inhabited by about 5,000 persons. The Soviet authorities call it a village and not a town. Before 1943, the inhabitants of the town numbered 20,000 to 25,000 (sic.) The dimensions of the town are about 2,500 by 3,000 meters.
3. A sketch map of the town, not drawn to scale, is attached. The following is a key to this sketch.

No. 1 is the railroad line from Grozni to Dzaudzhikau.

No. 2 is the River Sunzha.

No. 3 is the small River Martan (sic), which always has water. It is four to eight meters wide and 0.3-1 meter deep. During the rainy season it overflows its banks.

No. 4 is the gravel road from Urus Martan to Grozni.

No. 5 is Kirov Street.

No. 6 is a street within the town whose name source has forgotten.

No. 7 is the foot of the Caucasus, about 10 kilometers from the town.

No. 8 is the town hall, which is a two-story building constructed of brick. It contains eight suites of rooms.

No. 9 is the hospital, which consists of two two-story buildings with dimensions of about six by seven meters each.

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- No. 10 is a building housing the MVD and MGB. The building has two stories and is constructed of brick. Its dimensions are about ten by five meters.
- No. 11 is a two-story building constructed of brick and measuring about six by eight meters. It houses the office of the Regional Committee of the Communist Party.
- No. 12 is a place containing the State stores, i.e., the bakery, three or four general stores, butter storage, milk storage, and a warehouse for farm products.
- No. 13 is the State bank building. It is a two-story structure measuring about eight by ten meters.
- No. 14 is the market.
- No. 15 is a wooden bridge over the Martan River. The bridge is six to eight meters long and three to four meters wide. Loaded trucks up to three tons can cross it.
- No. 16 is a wooden bridge which was destroyed during the war. Automobiles now ford the stream, but when it is in flood traffic is cut off. Work on a new bridge began in 1947.
- No. 17 is the road from Grozni to Dzauzhikan.

Roads Leading from Grozni

4. The road from Grozni to Dzauzhikan is usable during all the year, and traffic is heavy throughout the year. In the summer and fall, the traffic becomes even greater because of the transport of farm products. There are many small wooden or stone bridges along this road over the Sunzha River. These bridges are old. The largest of them is about 10 to 15 meters long and six to seven meters wide; the smallest is three to four meters long and three to four meters wide. No new bridges have been constructed, but the old ones which are very strong are being used. Source heard the inhabitants of the region say that all the heavy tanks and heavy artillery of the Red Army crossed over these bridges during the war. Most of the terrain crossed by this road is level, but there are hills at a few points. There are ditches on either side of the road which during the rainy season drain the run-off from the hills into the plain.
5. The road from Grozni to Urus Martan is usable during all the year; traffic on it is like that on the preceding road. Along its entire length there are only two wooden bridges (not including bridge No. 16 on the attached sketch map). One of these is 20 meters long and six to seven meters wide, and the other is 10 meters long and six meters wide. The capacity of these bridges is sufficient to carry a truck weighing up to four tons.
6. The road from Grozni to Itum Kale is not passable when the Argun River is in flood. The only bridge on this road, which is of wood, is then impossible to cross. The bridge is located about 35 to 40 kilometers from Grozni. It is 30 meters long and five to six meters wide. The capacity of the bridge is not great; trucks heavier than two to three tons cannot cross it. The Argun River is in flood usually during the months of April, May, and the beginning of June. During this period, cars do not cross the bridge and communication between these towns stops.

The Grozni Oil Wells

7. New drillings are constantly being made both in the new and the old oil fields of the city. Drillings are also being made in the vicinity of the town of Gudermes and eight to ten kilometers northeast of the town of Mozdok, where there is an oil field. No new pipe lines had been constructed, according to the inhabitants of the region. Source does not know how much the above oil fields produce, but he states it is rumored that production of the new oil wells is almost triple that of the old.

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8. The railroad station for the Grozni oil field is located in an open and level place. Around the station building there are cultivated areas, and only toward the east and at a distance of about 40 meters from the station are there houses. These houses are on the west side of the city.
9. On the railroad line to the oil field there are the following stations, beginning with the oil field railroad station:
 - a. Katayama, located ten kilometers northwest of the main railroad station.
 - b. Ivanovo, about three kilometers west of Katayama Station.
 - c. Butenko, about three kilometers west of Ivanovo Station.
 - d. Stary Posëlok, about three kilometers west of Butenko Station.
 - e. Zankradino, about four kilometers west of Stary Posëlok Station.
 - f. A station (whose name source does not remember), about five kilometers west of Zankradino Station.
10. Attached is one sketch map.

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